

Second Announcement  
and Conference Registration

**June 18-21, 2007**



Innovations for Safety:  
Opportunities and Challenges



## Committee Information

### Organizing Committee Chairperson

#### **Rémy Heitz**

Interministerial Delegate for Road Safety  
Head of Delegation for Road Safety and Traffic  
Ministry of Transport of France

### Scientific Secretariat

#### **Donna E. Gilmore**

U.S. Department of Transportation  
Office of Vehicle Safety Research  
National Highway Traffic Safety Administration  
email: Donna.Gilmore@dot.gov

### Abstract Review Committee

The Call for Technical Papers ended on September 30, 2006.  
Each abstract was assigned to a minimum of two scientific experts for review.  
They reviewed the abstract(s) and reported their recommendations to the Technical Session Chairperson for Technical Paper selection.

### Conference Secretariat

#### **PACKAGE ORGANISATION**

email: esv@package.fr  
phone: +33 (0)4 72 77 45 88  
fax: +33 (0)4 72 77 45 56

### Conference Organizer

#### **Dominique Cesari**

INRETS - Lyon Bron Centre  
E-mail: dominique.cesari@inrets.fr

### Conference Coordination

#### **Antoinette Charpenne**

INRETS - Lyon Bron Centre  
E-mail: esv2007@inrets.fr



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## Words of Welcome



**Jacques BARROT**  
Vice-President of the European Commission  
Commissioner in charge of Transport

The European Commission has committed itself to dividing by two, within 10 years, the number of fatalities in road accidents in Europe. We are now at midpoint on the way of attaining this ambitious goal, and the technological innovations are a key factor towards the improvement of vehicle safety.

Improving road safety is getting more and more difficult as we go ahead and thanks to the crossing of experiences and to exchanges between researchers, authorities in charge of safety, and economic and industrial players, we are able to keep on with progressing together towards even safer means of transport.

I am looking forward to the results of the works of the 20<sup>th</sup> ESV Conference.



**Dominique PERBEN**  
Minister of Transport of France

On behalf of the French Government, it is my pleasure to extend you an invitation to the 20<sup>th</sup> International Technical Conference on the Enhanced Safety of Vehicles, ESV 2007.

For the fourth time, France is the host country of this international conference which, every two years, brings together the leading officials in charge of car safety worldwide, and which provides the opportunity to update the technical knowledge in a constantly developing field.

This continuous development is in line with the politics wilfully decided by governments: despite the tremendous advances recorded since the beginning of the 20<sup>th</sup> century, the present situation is far from satisfactory, and the improvement of car safety remains an essential component of road safety.

I wish you an enjoyable stay in Lyon, international heritage site that has been recognized by UNESCO.



**Rémy HEITZ**  
**Interministerial Delegate for Road Safety**  
**Head of Delegation for Road Safety and Traffic**  
**Ministry of Transport of France**

I am very pleased to join the Minister of Transport in inviting you to participate in the 20th ESV Conference held in Lyon on June 18-21, 2007.

For the fourth time, France is the host country of this international conference and, now that our policies fighting for road safety are showing results, I am committed to establishing the conditions for a sustainable progress. Innovations being at the root of this sustainable progress, the ESV 2007 conference has chosen "Innovations

for Safety: Opportunities and Challenges" as a fitting theme.

I am confident that the results of the 20<sup>th</sup> ESV conference live up to my expectations and wish you an enjoyable stay in Lyon.



**Guy BOURGEOIS**  
**General Director of INRETS**

It is a real pleasure for me that France has been chosen as the host country of the 20<sup>th</sup> ESV conference, and I am very proud that INRETS is in charge of its organization.

INRETS, a worldwide acknowledged reference in the field of research in transport and safety, is totally mobilized to make a success of this event and to offer you an enjoyable stay in Lyon.

You will be given the opportunity to measure, in concrete terms, the progression from research activities to technological innovations through exhibits, technicals visits and also technical sessions and panel discussions on research findings. The International Collegiate

Student Competition for Technology Design in Safety will contribute to draw more young people to the research field for the benefit of our fellow citizens' safety.

I am particularly happy to welcome you to Lyon at this 20<sup>th</sup> ESV conference.

# Preliminary Programme Overview\*

|                    |                      |   |   |   |                    |              |
|--------------------|----------------------|---|---|---|--------------------|--------------|
| SUNDAY, JUNE 17    |                      | 3:00 pm - 6:00 pm   |   | Registration  |                    |              |
| MONDAY, JUNE 18    | 9:30 am - 12:30 pm   | Opening Ceremony, US Government Awards, Government Status Reports               |   |   | Exhibition Opening | Registration |
|                    | 12:30 pm - 2:00 pm   | Lunch   |   |   |                    |              |
|                    | 2:00 pm - 5:30 pm    | Government Status Reports Plenary Session                                       |   |   | Ribbon Cutting     |              |
|                    | 6:30 pm - 8:00 pm    | Welcome Reception at Lyon City Hall   |   |   |                    |              |
|                    |                      | TRACK A   | TRACK B   | TRACK C   |                    |              |
| TUESDAY, JUNE 19   | 8:30 am - 1:00 pm    | Structural Integrity and Restraint Performance                                  | Developments in Side and Frontal Impact Protection  | Active/Passive Safety: Applying Integrated Solutions along the Crash Timeline | Exhibition         | Registration |
|                    | 1:00 pm - 2:00 pm    | Lunch   |   |   |                    |              |
|                    | 2:00 pm - 5:30 pm    | Student Safety Technology Design Competition: Finalist Oral Paper Presentations | Vehicle Handling, Stability and Control Systems, and Rollover Prevention                        | Biomechanics: Tools Development   |                    |              |
| WEDNESDAY, JUNE 20 | 8:30 am - 12:00 pm   | Advanced Technology: Human Performance  | Compatibiliity in Frontal/Side Collisions   | Rear Impact Injury Prevention   | Exhibition         | Registration |
|                    | 12:00 pm - 1:00 pm   | Lunch   |   |   |                    |              |
|                    | 1:00 pm - 5:30 pm    | Improved Safety for Pedestrians and Other Vulnerable Road Users                 | Invited Speakers Panel Sessions - Unsafe Driving Behaviors - Transformation and Countermeasures | Biomechanics: Injury Criteria and Text Procedures                             |                    |              |
|                    | 7:00 pm - 11:30 pm   | GALA DINNER   |   |   |                    |              |
| THURSDAY, JUNE 21  | 9:00 am - 12:00 noon | Motorcycle Safety   | Advances in Child Occupant Protection/ Restraint Systems  | Advances in Truck and Bus Safety  | Exhibition         |              |
|                    | 12:15 pm - 12:45 pm  | Closing Ceremony, Student Competition Winners Announced                         |   |   |                    |              |
|                    |                      | No Meal Provided  |   |   |                    |              |
|                    | 1:30 pm - 7:00 pm    | Technical Visit: INRETS test facilities and LIER test track                     |   |   |                    |              |
|                    | 1:30 pm - 7:00 pm    | Technical Visit: IRISBUS IVECO bus production factory                           |   |   |                    |              |
|                    | 1:30 pm - 6:00 pm    | Technical Visit: RENAULT TRUCKS factory and "Marius Berliet" Foundation         |   |   |                    |              |
|                    | 1:30 pm - 6:30 pm    | Technical Visit: SIGMATECH - Plastic Omnium R&D Centre                          |   |   |                    |              |

\*The programme is correct at press time; however, the Organizers reserve the right to alter the programme if necessary. Programme updates will be posted on the Web site, <http://www.package.fr/esv/index.html>



# Preliminary Programme

20<sup>th</sup> ESV TECHNICAL THEME AND TECHNICAL SESSION TOPICS

## "Innovations for Safety: Opportunities and Challenges"

### Technical Session Highlights

#### Structural Integrity and Restraint Performance

◆ **Chairperson: Stephen Ridella, USA**  
◆ **Co-Chair: Philippe Petit, France**

State-of-the-art in occupant protection through structural integrity and restraint performance is undergoing changes as structural characteristics and material changes occur. Additionally, the demands from restraints such as seat belts and air bags will change as technologies change and opportunities become available to tailor performance of restraints to meet the needs of various crash types and severities, and different vehicle occupants such as the elderly and children. Technical papers are invited in this session on the developments for improving effectiveness of seat belts, frontal and side air bags, side curtain air bags, adaptive belts and crash energy management for enhancing safety.

#### Compatibility in Frontal/Side Collisions

◆ **Chairperson: Pierre Castaing, France**  
◆ **Co-Chair: Eberhard Faerber, Germany**

Two of the most predominant crash types that cause fatalities and injuries are frontal and side crashes. Much improvement in crash protection in frontal and side crashes has resulted from the design changes that have happened over the last two decades, especially in reducing fatal injuries. Changes in vehicle fleet characteristics have also created a new problem with respect to incompatibility of vehicles involved in multi-vehicle crashes. The problems involved in frontal crashes and side crashes of incompatible vehicles are distinctly different. There is considerable amount of research underway worldwide, to develop suitable metrics to assure structural engagement, for appropriate energy management and to develop suitable countermeasures including the use of advanced technologies to improve crash safety in frontal and side crashes. Papers are invited to discuss the various strategies that are being pursued globally in this session.

#### Active/Passive Safety: Applying Integrated Solutions for Enhancing Safety

◆ **Chairperson: John Hinch, USA**  
◆ **Co-Chair: Anders Lie, Sweden**

Over the last three decades, considerable amount of effort has been devoted to the protection of occupants during crashes. However, vehicle technologies that are evolving provide the opportunity to address safety continuously from crash prevention to crash severity reduction, crash protection and post-crash safety in an integrated fashion. Many new technologies are already on the road or are on the verge of introduction into vehicles. The use of these advanced technologies can help with new and innovative solutions to both current and emerging safety problems. They can supplement the traditional approaches related to crash avoidance, reduction of crash severity, occupant protection, post-crash safety and structural integrity of motor vehicles as integrated solutions. This session is intended to discuss papers related to research being carried out on this subject around the globe in research institutions, the governmental organizations, the suppliers and original equipment manufacturers.

#### Vehicle Handling, Stability and Control Systems and Rollover Prevention

◆ **Chairperson: Thomas Breitling, Germany**  
◆ **Co-Chair: Catherine Lovell, U.K.**

Vehicle handling, stability and control research activities are an integral part of crash avoidance research. Vehicle designs that help to keep vehicles stable in their response characteristics avoid many of the safety problems related to skidding and loss of control. Many new technologies such as electronic stability control, roll stability control, advanced braking systems, traction control and such other technologies are gaining popularity. Developments in these technologies are bound to increase safety by preventing crashes that occur due to loss of control. This session invites papers on the above subjects to discuss the progress being made in active safety research.

#### Biomechanics: Injury Criteria and Test Procedures

◆ **Chairperson: Jean-Pierre Verriest, France**  
◆ **Co-Chair: Suzanne Tylko, Canada**

To motivate effectively and efficiently the incorporation of appropriate safety measures to address the multitude of automotive crash scenarios requires ever more diverse and robust injury criteria and test procedures. To advance the discussion on these necessary capabilities, this technical session aims to address and discuss (1) the development and application of analytical and experimental techniques to understand better the basic impact injury process, (2) analytical techniques that enhance the identification of mechanical responses that are determinants of the injury outcome, and/or (3) processes that enhance the interpretation and injury predictive accuracy of dummy responses.

#### Advanced Technologies: Human Performance

◆ **Chairperson: Peter Burns, Canada**  
◆ **Co-Chair: Kaneo Hiramatsu, Japan**

Keeping abreast of advanced technologies used in crash prevention, understanding their suitability for safety applications and their effectiveness involves their evaluation. This would include a comparison of the different technologies aimed at mitigating the same safety problems as well as their impact on driving performance, their unintended consequences, and driver workload issues. Additionally, devices that are brought into vehicles and their effect when used in combination with other in-vehicle devices would have to be thoroughly investigated. The human factors issues are of paramount importance as many different technologies are introduced into vehicles. This is particularly important when they are employed as driver assistance products to determine their effectiveness and customer acceptance. Further, systems that are also intended for driver behavior modification, improve driver alertness or enhance driving capacity requires extensive research using test track experiments, driving simulators and on the road driving. Papers are invited in this session covering this broad area of research on all of the above topics.

### Developments in Side and Frontal Impact Protection

◆ **Chairperson: Bernie Frost, U.K.**

**Co-Chair: Claudio Lomonaco, Italy**

Side impact protection has been a top crash safety priority in many regions of the world for more than a decade. The changing fleet characteristics and the advent of new technologies in vehicles necessitate a discussion of the latest research findings in this area. Presentations will include various aspects of side impact protection, including safety countermeasures, test devices and procedures for their evaluation, and consumer rating programme for side impact protection.

### Rear Impact Injury Prevention

◆ **Chairperson: Anders Lie, Sweden**

**Co-Chair: Marian Bosch-Rekvelde, Netherlands**

Rear impacts, though common, rarely cause fatalities and serious injuries. However, they result in whiplash injuries that are common. Many researchers are pursuing this problem, investigating cause of whiplash injuries and developing countermeasures that could prevent such injuries. Further, suitable test devices (dummies, barriers, etc.) and injury criteria are also under development. Many new technologies for rear crash prevention are also being developed. This session invites papers on these subjects as they apply to rear crash safety.

### Improved Safety for Pedestrians and Other Vulnerable Road Users

◆ **Chairperson: Yoshiyuki Mizuno, Japan**

**Co-Chair: Ekkehard Brühning, Germany**

Pedestrian protection using autonomous vehicle based solutions has been the focus of research worldwide for many years. Much progress has been made in this area. The primary vehicle oriented countermeasures have centered on improving frontal structure of passenger vehicles to mitigate head and lower extremity injuries. However, pedestrian safety continues to be a serious problem in many countries. In many areas, in addition to vehicle-based solutions, infrastructure related solutions are also being explored. Advanced technology systems using radar, vision concepts and other types of sensors have been examined to identify pedestrians at intersections and to potentially provide warnings to drivers. Technical papers on research related to these subjects and potential solutions are invited for this session.

### Biomechanics: Tools Development

◆ **Chairperson: Jac Wismans, Netherlands**

**Co-Chair: Craig Newland, Australia**

The many human surrogates developed over the last two decades and that are currently in use globally may need modifications to address the changes in injury patterns that emerge as new technologies are introduced into vehicles. Technical papers are invited to discuss the new tools that are available or are under development to address future safety needs for testing and vehicle design and development. Additionally, papers related to the need for global dummy development, virtual testing and other similar topics would also be welcome at this session.

### Motorcycle Safety

◆ **Chairperson: Claudio Lomonaco, Italy**

**Co-Chair: Younghun Youn, Korea**

Motorcycle crashes are a cause of serious concern globally. In the United States alcohol use and speeding are cited as major contributing factors in crashes. Non-use of helmets is another concern. Many of these same problems exist in various other regions as well. Motorcycle rider education and licensing, reducing the number of impaired motorcyclists, increasing motorists' awareness of motorcycles and increased helmet use are appropriate means to improve motorcycle safety. Technical papers are invited on these subjects for this session. Any potentially new technologies that address any aspect of motorcycle safety are also invited for this session.

### Advances in Child Occupant Protection/Restraint Systems

◆ **Chairperson: Craig Newland, Australia**

**Co-Chair: Hideki Yonezawa, Japan**

Over the past two decades great strides have been made in motor vehicle safety. However, children under 10 years of age still receive serious and fatal injuries in crashes. In 2004, 1,241 children under 10 years of age were killed and 139,000 were injured in motor vehicle crashes in the United States. The problems other countries face in child safety are also significant. There are many causes for the unabated safety problem; inappropriate use of child restraints; ill-fitting lap and lap shoulder belts; and premature graduation from child restraints to vehicle safety belts are all possible causes of this continuing safety problem. Technical papers describing the advances in child occupant protection and restraint systems, protection of children in various crash modes, and discussion of the types of injuries that are commonly found are invited for this session.

### Advances in Truck and Bus Safety

◆ **Chairperson: Andrzej Szosland, Poland**

**Co-Chair: Mátyás Matolcsy, Hungary**

Safety technologies for trucks and buses are topics that have received immense attention in past ESV conferences. This ESV conference will continue to focus on those technologies, and also explore research in the human response area. With increasing attention on driver performance, what are the safety technologies that can assist drivers of large vehicles in a pre-crash environment to lessen or prevent a crash scenario?

Invited Speakers Panel Sessions  
Unsafe Driving Behaviors -  
Transformation and Countermeasures  
Wednesday, June 20, 2007 2:00 pm - 5:30 pm

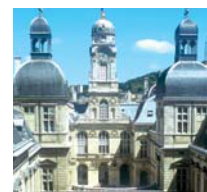


# Social Programme\*

## Welcome Reception

Date Monday, June 18, 2007  
Time 6:30 pm - 8:00 pm  
Location Lyon City Hall - 1, Place de la Comédie - Lyon 1<sup>er</sup>

This reception is jointly sponsored by the City of Lyon, the Lyon Chamber of Commerce and Industry. This reception is included in the registration fee for delegates; € 65 for accompanying persons and participants with a day ticket.



Hôtel de Ville

## Gala Dinner

Date Wednesday, June 20, 2007  
Time 7:00 pm - 11:30 pm  
Location Château de Saint Trys  
Fee € 120 per person, including transportation.

Welcome to Château de Saint Trys, built at the end of the 17<sup>th</sup> century and since then, owned by the same family. Château de Saint Trys, listed as a French historical monument, is nestling in a bed of pastures and vineyards, overhanging the River Saône, amidst the famous "Beaujolais" vineyards. The Gala Dinner will be celebrated in a large cellar where fine wines were grown. Your stay in Lyon would not be worthwhile if you missed out on this outstanding event, in a renowned site of the region of Lyon, enjoying a menu full of French flavours and wines.



Château de Saint Trys

## Optional Tours

More details at <http://www.package.fr/esv/index.html>

### Open to all Participants

Sunday, June 17, 2007

2:00 pm - 6:00 pm

Pérouges Medieval City

Tuesday, June 19, 2007

9:30 pm - 11:00 pm

Lyon by night. Welcome to the city of lights!

Friday, June 22, 2007

9:00 am - 5:00 pm

Beaujolais Wine Tour with lunch



Pérouges Medieval City

### Companion Tours

Monday, June 18, 2007

2:00 pm - 5:00 pm

Park "Tête d'Or" - Botanical Gardens

Tuesday, June 19, 2007

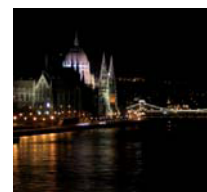
9:00 am - 11:30 am

Murals, painted walls throughout the city of Lyon

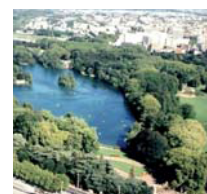
Wednesday, June 20, 2007

9:00 am - 5:00 pm

Cookery class at Paul Bocuse Institute with lunch  
Visit of Fourvière and the Old part of Lyon (the Renaissance Area)



Lyon by night



Park "Tête d'Or"

### Tour Cancellation Policy and Minimum Guarantees

The cut-off date for guests to cancel their participation in a tour is two (2) weeks prior to the programme start date of June 18, 2007. Guests cancelling prior to the cut-off date can pick up their refunds, less a €5 processing fee, on-site. Guests cancelling after the cut-off date will not be entitled to a refund of any money. If our minimums are not reached two (2) weeks prior to the programme start date, Package Organisation reserves the right to cancel any sightseeing tours. All participants will be notified of the cancellation prior to the tour and will receive a full refund of money paid.



Murals

\* This programme is correct at press time, however, the Organizers reserve the right to alter the programme if necessary. Programme updates will be posted on the web site, <http://www.package.fr/esv/index.html>

# Technical Visits

*Technical Visits are scheduled on Thursday afternoon, June 21<sup>st</sup>. Each visit is limited to 50 participants, registrations will be made on a first-come first-served basis. The fee of €40 includes transportation and boxed lunches.*

Visits of INRETS (the French National Institute for Transport and Safety Research) in Lyon Bron and of LIER (the INRETS Road Equipment Test Laboratory) in Lyon Saint-Exupéry Airport  
1:30 pm - 6:00 pm

INRETS, the French National Institute for Transport and Safety Research, is a leader in Europe for research in transport and safety.

Its centre in Bron (near Lyon) comprises of 5 research units. The visit, including presentations and demonstrations, is focused on the activities of the Biomechanics and Human Modeling Laboratory (LBMH) and the Ergonomics and Cognitive Sciences for the Transports Laboratory (LESCOT).

The main research activities of the LBMH are conducted in the field of the protection of transport users against the effect of accidents, and of ergonomic design of working environments. Research works of the LESCOT mainly deal with on-board systems and their effects on safety and with age and handicap-related functional differences in relation to mobility.

[www.inrets.fr](http://www.inrets.fr)

The INRETS Road Equipment Test Laboratory, L.I.E.R., is the reference laboratory in Europe for testing road safety equipment. Its test track offers 7 impact zones on a 30 hectare site, which helps to meet the requirements from numerous European manufacturers willing to obtain the certification of their products by national authorities.

The L.I.E.R. has gained its experience by conducting more than 1,100 impact tests which also serve as a reference for its activity in the field of numerical simulation. A crash test on a barrier will be a part of the visit.

[www.lier.fr](http://www.lier.fr)



Visit of the IRISBUS IVECO bus production factory at Annonay  
1:30 pm - 7:00 pm

IRISBUS IVECO gathers all the activities of development, manufacturing and marketing for coaches and buses of the IVECO group.

IRISBUS IVECO is a major actor in Europe in the field of urban public transport, touring coaches, intercity and school buses. One vehicle out of four is branding Irisbus.

IRISBUS IVECO has a leading position in the French market, with a market share reaching 45.2%. IRISBUS IVECO has two industrial sites in France, one located at Annonay in the region of Ardèche near Lyon. Coaches, buses, and coach and bus chassis for coachbuilders, are manufactured in this factory.

In 2005, 1,518 vehicles were produced in the Annonay factory by some 1,575 employees.



## Visit of the RENAULT TRUCKS assembly factory in Bourg-en-Bresse and of the Museum of the "Marius Berliet" Foundation

1:30 pm - 7:00 pm

In January 2001, Renault V.I. joined the Volvo Group, thus creating the largest truck manufacturer in Europe and the second largest in the world. Renault Trucks is the second biggest company in the Volvo Group.

### Renault Trucks Bourg-en-Bresse factory

- All the Renault Trucks vehicles of heavy range (more than 16 tons) such as Magnum, Premium and Kerax are assembled in the Bourg-en-Bresse factory.

There are 1,200 employees who annually produce some 30,000 vehicles, from components provided by other factories of the group and by parts manufacturers.



### Museum of the "Marius Berliet" Foundation

- The "Marius Berliet" Foundation is devoted to safeguarding and enhancing the history of French trucks, coaches and buses of all makes, and also the automotive past of the Rhone-Alpes region.

The Foundation offers a substantial documentary patrimony and has been able to restore an outstanding collection, counting more than 200 historical industrial vehicles, displayed in the Museum.

## Visit of SIGMATECH, Plastic Omnium Auto Exterior R&D Centre at Sainte-Julie near Lyon

1:30 pm - 6:30 pm

Near Lyon in 2002, Plastic Omnium opened one of the most advanced research and development centre in the field of design and supply of exterior body parts and modules and fuel systems to global carmakers.

The  $\Sigma$ -Sigmatech centre is an innovative, technological and human approach that embodies Plastic Omnium's commitment to customer satisfaction through creativity, innovation and industrial competence.

Plastic Omnium now has all of the tools needed to strengthen its position as an expert in the architecture of auto body systems and modules, as part of a clear effort to increase its ability to make innovative proposals for the vehicle of tomorrow.



# General Conference Information

## Registration Information

### 3 ways to Register\*

Web/online - payment with credit card only (strongly recommended)

<http://www.package.fr/esv/index.html>

Mail - payment with credit card, or check in Euro, or copy of bank transfer

PACKAGE ORGANISATION - ESV 2007

140, cours Charlemagne - 69286 Lyon Cedex 02 (France)

Fax - payment with credit card or copy of bank transfer

PACKAGE ORGANISATION - ESV 2007 - +33 (0)4 72 77 45 56

### Bank transfer details

Recipient's name and address

PACKAGE ORGANISATION - ESV 2007- 140, cours Charlemagne - 69286 Lyon Cedex 02 (France)

IBAN CODE: FR76 10468023531056350024144 - BIC/SWIFT: RALPFR2G

\* Payment must accompany registration. Once your registration has been processed, a confirmation letter and other information will be mailed to you. If registering online, confirmation information will be provided immediately.

### Registration Fees

|                        |                      |      |
|------------------------|----------------------|------|
| Delegate Advanced      | Through May 18, 2007 | €705 |
| Delegate On-Site       | After May 18, 2007   | €800 |
| One Day Only (any day) |                      | €275 |
| Speaker Advanced       | Through May 18, 2007 | €655 |
| Speaker On-Site        | After May 18, 2007   | €750 |
| Student                |                      | €175 |
| Student One Day        |                      | €45  |

### Refund/Cancellation Policy

All requests for cancellation must be in writing and postmarked or faxed by May 18, 2007. A €45 administrative processing fee will be assessed for refunds. After May 18, 2007, there will be no refunds. Refunds will be issued within 30 days following the conference.

### Pre- and post-conference tours and other activities

See page 7, Optional Tours, for a brief listing of the pre-arranged tours. The opportunity to pre-purchase special tour packages is being offered when registering, all details on the conference Web site, <http://www.package.fr/esv/index.html>.

For general information about activities and sights in the Lyon area, go to the official tourism web site: <http://www.lyon-france.com/>.

### Language

The official language of the conference is English. On day one, from the Opening Ceremony through the Government Status Reports, simultaneous translation will be provided from French to Japanese and from English to Japanese.

### Participants with disabilities

The Conference facilities are accessible to persons with disabilities. If you have a disability and need a special accommodation to participate in the conference, please contact the Conference Secretariat at +33 (0)4 72 77 45 88, or email: [esv@package.fr](mailto:esv@package.fr).

### Other facilities

Underground parking for 1,150 vehicles is located below the Convention Centre and office buildings. A taxi-stand is conveniently situated in the Convention Centre forecourt.

### Sponsoring

Information on sponsor opportunities can be obtained from the Conference Coordinator ([esv2007@inrets.fr](mailto:esv2007@inrets.fr)).

## Exhibition Information and Conference Web Site

A prospectus, providing information about exhibit opportunities and online registration, is available on the conference Web site at <http://www.package.fr/esv/index.html>.



# Travel Information



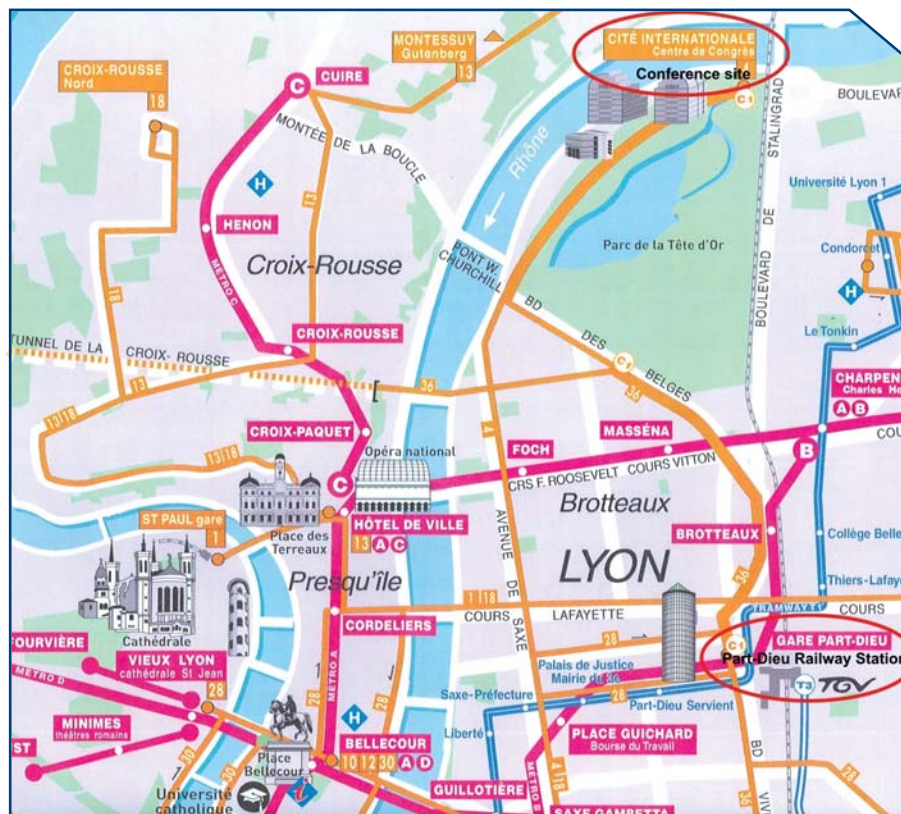
## ACCESS TO LYON

### By plane

Lyon-Saint Exupéry Airport has connections to 30 airports in France and over 40 major international destinations, and is located 20 minutes from Lyon centre. Daily connections to Lyon-Saint Exupéry Airport from Paris airports (Charles de Gaulle Airport and Orly Airport).

### By train

Direct connections from Paris to Lyon Part-Dieu TGV high-speed train station.



## ACCESS TO CONFERENCE VENUE

### CITÉ CENTRE DE CONGRÈS LYON

50, Quai Charles de Gaulle  
69463 Lyon cedex 06  
Tel. : +33 (0)4 72 82 27 34  
Fax : +33 (0)4 72 82 27 36

Regular bus line from Lyon Saint-Exupéry Airport to Lyon Part-Dieu train station, and then bus line C1, stop "Cité Internationale, Palais des Congrès".



## Travel

### By plane

Air France airline is the official partner for the conference. Discount airfares can be obtained on presentation of a specific document which will be delivered by Package Organisation together with the confirmation of your registration. All details at <http://www.package.fr/esv/index.html>.



### By train

The French railway company, SNCF, offers discount coupons up to 20% off for travels in France, according to the number of seats available. Please contact Package organisation at [esv@package.fr](mailto:esv@package.fr).



## Car Rental

You can reserve your car online going to the following websites:

- [www.avis.fr](http://www.avis.fr)
- [www.hertz.fr](http://www.hertz.fr)
- [www.europcar.fr](http://www.europcar.fr)

## Public Transport in Lyon

The very dense TCL underground, tram and bus networks enable you to easily and quickly get around in the city centre and most of its suburbs.

With 4 underground lines, 2 cables cars, 2 tramway routes and more than 100 bus routes, Lyon's public transport criss-crosses the entire inner city area, also extending to most of its suburbs.

You can find all details on public transport in Lyon at: <http://www.tcl.fr> (this site is in French but you may get an English translation if you open it through yahoo.com).

## Other information

### Insurance and Liability

It is highly recommended that all participants carry adequate travel and health insurance as the 20<sup>th</sup> International Technical Conference on the Enhanced Safety of Vehicles cannot accept liability for accidents or injuries that may occur at or during the conference.

### Identity documents

Pursuant to the French law, everybody is required to be able to prove his identity with a valid document (identity card, passport, etc.) in case of control by the authorities.

According to the citizenship of foreign visitors entering France, different rules may apply. Please contact your travel agent or the local consulate office in your country for more information.

### Currency/Credit Cards

The Euro (€) is the national currency. Foreign currency can be exchanged in most banks and hotels. VISA and MASTER credit cards are accepted in most hotels, restaurants and shops, whereas AMEX and DINERS cards are less common.

You can get cash from automated teller machines available all around the city.

### Banks

Banks are usually open Monday to Friday from 9:00 am to 5:00 pm.

### Climate

The temperature in Lyon in June ranges between 18°C/64°F and 28°C/84°F.

## Lodging Reservations

Blocks of rooms have been reserved in different hotels. You can book your room on line at <http://www.package.fr/esv/index.html>.

# Registration Form

20<sup>th</sup> INTERNATIONAL TECHNICAL CONFERENCE ON THE ENHANCED SAFETY OF VEHICLES (ESV 2007)

We recommend registering via the Web site, <http://www.package.fr/esv/index.html>

The secure server will encrypt your registration information.

If not registering via the Web site, mail or fax Registration Form to:

PACKAGE ORGANISATION - ESV 2007 - 140, cours Charlemagne - 69286 Lyon Cedex 02 (France)

Fax: +33 (0)4 72 77 45 56

Please print clearly

☐ Prof.

☐ Dr.

☐ Mr.

☐ Mrs.

First Name and Middle Initial .....

Family/Last Name .....

Credentials/Professional Degree(s) .....

Position/Title within Professional Organization .....

Organization/Affiliation .....

Department .....

Address .....

City, State, Zip, Country .....

Telephone .....

Fax .....

E-mail address .....

Please indicate which Technical Session in each time period would be your preference:

Tuesday, June 19, 2007 9:00 am - 12:30 pm

☐ Track A: Structural Integrity and Restraint Performance

☐ Track B: Compatibility in Frontal/Side Collisions

☐ Track C: Active/Passive Safety: Applying Integrated Solutions along the Crash Timeline

Tuesday, June 19, 2007 2:00 pm - 5:30 pm

☐ Track A: Student Safety Technology Design Competition: Finalist Oral Paper Presentations

☐ Track B: Vehicle Handling, Stability and Control Systems, and Rollover Prevention

☐ Track C: Biomechanics: Injury Criteria and Test Procedures

Wednesday, June 20, 2007 9:00 am - 12:30 pm

☐ Track A: Advanced Technology: Human Performance

☐ Track B: Developments in Side and Frontal Impact Protection

☐ Track C: Rear Impact Injury Prevention

Wednesday, June 20, 2007 2:00 pm - 5:30 pm

☐ Track A: Improved Safety for Pedestrians and Other Vulnerable Road Users

☐ Track B: Invited Speakers Panel Sessions

Unsafe Driving Behaviors - Transformation and Countermeasures

☐ Track C: Biomechanics: Tools Development

Thursday, June 21, 2007 9:00 am - 12:00 noon

☐ Track A: Motorcycle Safety

☐ Track B: Advances in Child Occupant Protection/Restraint Systems

☐ Track C: Advances in Truck and Bus Safety

Please indicate need for:

☐ Vegetarian meal

☐ Other dietary restrictions; please specify

Language Translation:

☐ Need language translation headset

(Day one: from French to Japanese, and from English to Japanese)

**Arrangements for Participants with Special Needs:** Conference facilities are accessible to persons with disabilities/limitations. Services will be made available to sensory-impaired persons if requested at least 30 days prior to the meeting. Please indicate any special needs here. (If more space is needed, please attach a separate page).

## Registration Fees

|   |                      |              | Quantity |       |
|---|----------------------|--------------|----------|-------|
| <input type="checkbox"/> Delegate Advanced  | Through May 18, 2007 | €705         | x 1      | _____ |
| <input type="checkbox"/> Delegate On-Site   | After May 18, 2007   | €800         | x 1      | _____ |
| <input type="checkbox"/> Speaker Technical Session* Advanced  | Through May 18, 2007 | €655         | x 1      | _____ |
| <input type="checkbox"/> Speaker Technical Session* On-Site   | After May 18, 2007   | €750         | x 1      | _____ |
| <input type="checkbox"/> Student**  |                      | €175         | x 1      | _____ |
| <input type="checkbox"/> Student One Day**  |                      |              |          |       |
| <input type="checkbox"/> June 18 <input type="checkbox"/> June 19 <input type="checkbox"/> June 20 <input type="checkbox"/> June 21 |                      | €45 per day  | x ____   | _____ |
| <input type="checkbox"/> One Day Only (any day)   |                      |              |          |       |
| <input type="checkbox"/> June 18 <input type="checkbox"/> June 19 <input type="checkbox"/> June 20 <input type="checkbox"/> June 21 |                      | €275 per day | x ____   | _____ |

## Social Programme

|   |      |        |  |       |
|---|------|--------|--|-------|
| <input type="checkbox"/> Welcome reception, Monday June 18 (included in registration fee)       |      |        |  |       |
| <input type="checkbox"/> Welcome reception, Monday June 18 (accompanying person/day registrant) | €65  | x ____ |  | _____ |
| Name of Companion(s)  |      |        |  |       |
| <input type="checkbox"/> Gala Dinner, Wednesday June 20   | €120 | x ____ |  | _____ |
| Name of Companion(s)  |      |        |  |       |

## Technical Visits on Thursday afternoon, June 21 (includes transportation and boxed lunches)

Each visit is limited to 50 participants, registrations will be made on a first-come first-served basis.

|  |     |        |  |       |
|--|-----|--------|--|-------|
| <input type="checkbox"/> INRETS + LIER (Bron, Saint-Exupéry Airport)                                     | €40 | x ____ |  | _____ |
| <input type="checkbox"/> IRISBUS IVECO (bus production factory at Annonay)                               | €40 | x ____ |  | _____ |
| <input type="checkbox"/> RENAULT TRUCKS (truck assembly factory at Bourg-en-Bresse)                      | €40 | x ____ |  | _____ |
| <input type="checkbox"/> SIGMATECH (Plastic Omnium research & development centre at Ste Julie near Lyon) | €40 | x ____ |  | _____ |

## Sightseeing tours

|  |      |        |  |       |
|--|------|--------|--|-------|
| <input type="checkbox"/> Sunday, June 17, 2007 - Pérouges Medieval City  | €90  | x ____ |  | _____ |
| <input type="checkbox"/> Monday, June 18, 2007 - Park "Tête d'Or" Botanical Gardens  | €40  | x ____ |  | _____ |
| <input type="checkbox"/> Tuesday, June 19, 2007 - Murals, painted walls  | €40  | x ____ |  | _____ |
| <input type="checkbox"/> Tuesday, June 19, 2007 - Lyon by night  | €55  | x ____ |  | _____ |
| <input type="checkbox"/> Wednesday, June 20, 2007 - Cookery class at Paul Bocuse Institute with lunch and visit of the old part of Lyon in the afternoon | €200 | x ____ |  | _____ |
| <input type="checkbox"/> Friday, June 22, 2007 - Beaujolais Wine Tour with lunch   | €105 | x ____ |  | _____ |
| <b>TOTAL Enclosed</b>  | €    |        |  | _____ |

\*Only one speaker per technical paper may be eligible for the reduced fee. Paper number: \_\_\_\_\_

\*\*Persons registering for the student fee must include proof of their student status: a photocopy of your university card or a letter from the head of your university department.

## Method of Payment

Payment must be made in Euro. Overseas registrants are advised to pay the registration fee with a credit card (American Express, VISA, or Mastercard). Credit cards will be debited in Euro.

Please charge to: ☐ MC ☐ VISA ☐ AMEX

Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_  
 Print Name of Cardholder \_\_\_\_\_  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

Bank transfers are not recommended, but possible (see bank transfer details page 9).

Payment by check in Euro is possible, payable to Package Organisation - ESV 2007.

Payment must accompany this form. Your registration cannot be confirmed until payment is received.

## Cancellation/Refunds:

All requests for cancellation must be in writing and postmarked or faxed by May 18, 2007. A €45 administrative processing fee will be deducted for refunds. After May 18, 2007, there will be no refunds. Refunds will be issued within 30 days following the conference.

By submitting this form with payment, I accept the stated cancellation policy:

Signature \_\_\_\_\_ Date \_\_\_\_\_

## 20<sup>th</sup> ESV Government Focal Points



**Australia**

**Mr. Craig Newland**

Senior Engineer  
Research, Audit and Vehicle Recall  
Department of Transport and Regional Services  
GPO Box 594  
Canberra ACT 2601, AUSTRALIA  
Phone: +61 2 6274-7923  
Fax: +61 2 6274-7714  
Email: [craig.newland@dotars.gov.au](mailto:craig.newland@dotars.gov.au)



**Federal Republic of Germany**

**Dr. Josef Kunz**

Präsident und Professor  
President of Federal Highway Research Institute (BAST)  
Brüderstraße 53  
D 51427 Bergisch Gladbach, GERMANY  
Phone: +49 2204 / 43-100  
Fax: +49 2204 / 43-675  
Email: [praesident@bast.de](mailto:praesident@bast.de)



**Canada**

**Ms. Suzanne Tylko**

Transport Canada  
330 Sparks Street, Tower "C"  
Ottawa, Ontario  
CANADA, K1A 0N5  
Phone: +1-613-998-2268  
Fax: +1-613-998-4831  
Email: [tylkos@tc.gc.ca](mailto:tylkos@tc.gc.ca)



**France**

**Mr. Bernard Gauvin**

Ingénieur Général des Mines  
Ministère des Transports  
Direction de la Sécurité et de la Circulation Routière  
L'Arche de la Défense  
92055 Paris La Defense Cedex 04, FRANCE  
Phone: +33-1-4081-8128  
Fax: +33-1-4081-8359  
Email: [bernard.gauvin@equipement.gouv.fr](mailto:bernard.gauvin@equipement.gouv.fr)



**European Commission**

**Dr. Reinhard Schulte-Braucks**

Head of Unit, Automotive Industry  
Directorate General Enterprise  
European Commission  
Office 02/53  
Rue d'Arlon, 88  
Brussels B-1040, BELGIUM  
Phone: +32-2-295-5852  
Fax: +32-2-296-9637  
Email: [reinhard.schulte-braucks@cec.eu.int](mailto:reinhard.schulte-braucks@cec.eu.int)



**Hungary**

**Mr. Sándor Szabó**

Head of EU-UNECE Centre  
KTI/Institute for Transport Sciences  
H-1518 Budapest POB. 107, HUNGARY  
Phone: +36-1-371-59-59  
Fax: +36-1-205-59-27  
Email: [szabos@kti.hu](mailto:szabos@kti.hu)



**European Enhanced Vehicle-safety Committee**

**Dr. Dominique Cesari**

Deputy Director  
INRETS  
25 Avenue François Mitterrand  
Case 24  
F-69675 Bron Cedex, FRANCE  
Phone: +33 4 72 14 25 70  
Fax: +33 4 72 14 25 73  
Email: [dominique.cesari@inrets.fr](mailto:dominique.cesari@inrets.fr)



**Italy**

**Dott. Ing. Antonio Erario**

Director of the International Regulation Division  
Ministry of Infrastructure and Transport  
Department of Land Transport  
Via G. Caraci 36- 00157  
Rome, ITALY  
Phone: +39 06 4158 6228  
Fax: +39 06 4158 3253  
Email: [erario.a@trasportinavigazione.it](mailto:erario.a@trasportinavigazione.it)



#### Japan

**Mr. Kenji Wani**

Deputy  
International Affairs Office  
Road Transport Bureau  
Ministry of Land Infrastructure and Transport  
2-1-3 Kasumigaseki, Chiyoda-ku  
Tokyo 100, JAPAN  
Phone: +81-3-5253-8111  
Fax: +81-3-5253-1639  
Email: [wani-k2b6@mlit.go.jp](mailto:wani-k2b6@mlit.go.jp)



#### Poland

**Mr. Wojciech Przybylski, M.Sc.**

Head of Vehicle Approval and Testing Department  
Motor Transport Institute  
80 Jagiellonska Street  
03-301 Warsaw, POLAND  
Phone: +48-22-811-2510, or  
+48-22-811-3231 ext. 249  
Fax: +48-22-811-0906  
Email: [wojtekp@its.waw.pl](mailto:wojtekp@its.waw.pl)



#### Republic of Korea

**Dr. Jang-Hyok, Ko**

Deputy Director of R&D and International Affairs  
Motor Vehicles Team, Headquarters for Urban  
Transportation  
Ministry of Construction and Transportation (MOCT)  
1, Joongang-Dong, Gwacheon-City,  
Gyeonggi-Do, 427-712, KOREA  
Phone: +82-2-2110-8703  
Fax: +82-2-504-9156  
E-mail: [janghyokko@moct.go.kr](mailto:janghyokko@moct.go.kr)



#### Sweden

**Mr. Anders Lie**

Specialist, Head Office  
Swedish National Road Administration  
Röda vägen 1 - 781 87  
Borlänge, SWEDEN  
Phone: +46-243-750-17  
Fax: +46-243-758-25  
Email: [anders.lie@vv.se](mailto:anders.lie@vv.se)



#### The Netherlands

**Mr. Kees Doornheim**

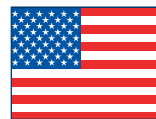
Head of vehicle standards development  
RDW Vehicle Approval and Information  
P.O. Box 777  
2700 AT Zoetermeer, THE NETHERLANDS  
Phone: +31-79-3458-272  
Fax: +31-79-3458-041  
Email: [cdoornheim@rdw.nl](mailto:cdoornheim@rdw.nl)



#### United Kingdom

**Mr. Ian Yarnold**

Deputy Head of Vehicle Technology and Standards  
Department for Transport  
2/03, Great Minister House  
76 Marsham St.  
London SW1P 4DR, UNITED KINGDOM  
Phone: +44-207-944-2080  
Fax: +44-207-944-2069  
Email: [Ian.Yarnold@dft.gsi.gov.uk](mailto:Ian.Yarnold@dft.gsi.gov.uk)



#### United States of America

**Dr. Joseph N. Kianthra**

Associate Administrator for Vehicle Safety Research  
National Highway Traffic Safety Administration  
(NVS-300)  
400 7<sup>th</sup> Street, S.W.  
Washington, D.C. 20590  
UNITED STATES OF AMERICA  
Phone: +1-202-366-4862  
Fax: +1-202-366-8546  
Email: [jkianthra@nhtsa.dot.gov](mailto:jkianthra@nhtsa.dot.gov)



# ESV Conference History

The United States Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Office of Vehicle Safety Research is the official Government agency responsible for the implementation of the International Technical Conferences on the Enhanced Safety of Vehicles (ESV). The Conferences are held approximately every two years and hosted by participating governments. Delegate and attendee participation includes worldwide governments, automotive industries, motor vehicle research engineers and scientists, medical, insurance, and legal professionals, consumers, academia, private corporations, and international media.

The ESV Programme originated in 1970 under the North Atlantic Treaty Organization (NATO) Committee on the Challenges of Modern Society, and was implemented through bilateral agreements between the Governments of the United States, France, the Federal Republic of Germany, Italy, the United Kingdom, Japan, and Sweden. The participating nations agreed to develop experimental safety vehicles to advance the state-of-the-art technology in automotive engineering and to meet periodically to exchange information on their progress. Since its inception the number of international partners has grown to include the Governments of Canada, Australia, the Netherlands, Hungary, Poland, the Republic of Korea and two international organizations - the European Enhanced Vehicle-Safety Committee, and the European Commission. A representative from each country and organization serves as a Government Focal Point in support of the Conference.

In 1971 the Conference was known as the International Technical Conference on Experimental Safety Vehicles Conference. Over time, the focus of the Conference shifted from concentration on the development of experimental safety vehicles to broader issues of safety and international cooperation seeking reductions in motor vehicle fatalities and injuries. These issues include program advances such as Pedestrian Safety, Frontal and Side Impact Protection, Biomechanics, Intelligent Transportation Systems, and Vehicle Compatibility. In 1991, the participating governments agreed to change the name of the Conference to "The International Technical Conference on the Enhanced Safety of Vehicles" to reflect the current focus. The 14<sup>th</sup> ESV Conference, held in Munich, Germany, in May 1994,

was the first conference in which the new name was used, and "25 Years of ESV Development" was celebrated.

The 15<sup>th</sup> ESV Conference, held in Melbourne, Australia, in May 1996, established a new 5-year priority research program known as International Harmonized Research Activities (IHRA). Established under the auspices of the ESV Conference, the program established six international priority research areas; Biomechanics, Advanced Offset Frontal Crash Protection, Vehicle Compatibility, Pedestrian Safety, Intelligent Transportation Systems and subsequently chosen Side Impact Protection. In May of 1997, NHTSA hosted a Public Workshop to share with its partners the goals and objectives of IHRA. In November of 1997, the ESV Government Focal Points agreed that all participating governments would join in these priority research programs, governed by an IHRA Steering Committee comprised mainly of the ESV Government Focal Points. Five Working Groups in each of the priority research areas were led by participating governments, and comprised of government and industry experts.

In June of 2005, the 19<sup>th</sup> ESV Conference, held in Washington, DC, welcomed the Republic of Korea to the member Governments supporting the ESV Program. The first ESV Student Safety Technology Design Competition was introduced and it was a highlight of the conference agenda. The expectations and vision of vehicle safety research were discussed during the plenary session, and participants were inspired to be active contributors in achieving measurable gains in safety globally. More than 850 attendees from 23 countries gathered together to make this a successful and valuable conference for all who participated.

The international conference participants, their continued interest, dedication and unwavering support are what make this conference extremely rewarding. The ESV Conference continues to be one of the world's premier events in the field of motor vehicle safety research. The 20<sup>th</sup> ESV Conference will be held in Lyon, France, in 2007.

# Key Dates

March 5, 2007 Final Paper Submission Deadline.

May 18, 2007 Delegate Advanced Conference Registration Deadline.

Last day to cancel conference registration and get a refund less €45 processing fee.

Last day to pre-register

(After May 18, registration onsite at the conference).

KEEP THESE DATES OPEN  
for the 20<sup>th</sup> ESV Conference in Lyon!  
June 18-21, 2007



Visit <http://www.package.fr/esv/index.html> for the latest information

